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C-O-N-F-I-D-E-N-T-I-A-L

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INFORMATION REPORT

PREPARED AND DISSEMINATED BY

CENTRAL INTELLIGENCE AGENCY

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COUNTRY USSR

SUBJECT Road Data - Gorodenka, Kolomyya, Snyatin, Chernovtsy & Vicinity

50X1

REPORT NO.

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RESPONSIVE TO

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1. A hard-surfaced, all-weather road (No 934 on legend) ran from Kolomyya (Kolomyja) north northeast to Rozvisha and from Rozviska southeast to Gorodenka (Horodenka). This same type of a hard-surfaced, all-weather road (No 934 on legend) ran from Kolomyya east southeast to Chernovtsy (Cernauti) and from Chernovtsy north northeast to Tolstoye via Zvenyachiy.

2. A hard-surfaced, all-weather road (No 934 on legend) ran from Gorodenka west southwest to Kolomyya and another from Gorodenka southward to Snyatin and from Snyatin south southeast to Kuty. Another hard-surfaced, all-weather road (No 934 on legend) ran from Gorodenka east southeast to Zvenyachiy where it joined up with the all-weather road which ran from Chernovtsy to Tolstoye.

3. All the above hard-surfaced roads were designed for heavy usage and were over eight meters wide. The roads were called the Czar's Road (Tsarskaya doroga). The roads had a good foundation of crushed rock and the top layer consisted of crushed stones surfaced with sand. Mechanical equipment was used in compacting these hard-surfaced roads.

4. A soft shoulder approximately one meter wide ran along both sides of these roads. The roads were crowned and drainage ditches ran along both sides of these all-weather roads. The roads were periodically inspected and maintained by assigned highway crews.

5. The stones, gravel and sand which were used in constructing these hard-surfaced roads were brought down from the Carpathian Mountains and from the Dnestr and Cheremosh Rivers. Piles of stone, rock and gravel were located approximately 100 to 150 meters apart along the road which was used in repairing the roads.

6. A number of loose-surfaced, dry-weather dirt roads (No 935 on legend) ran in the vicinity of Kosov, Zabolotov, Obne, Chortovets, and Dubki. These towns and villages were located southeast, west, northwest and north of Gorodenka. The dirt roads were approximately four to five meters wide and had an unprepared sand and stone-type base. Maintenance of the

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dirt roads was done by villagers and farmers. The dirt roads were crowned but they did not have drainage ditches running alongside the roads.

7. Grading was done by horse-drawn wooden scrapers or by shovels. During the spring thaw or rains, these roads became very muddy, potholed and uneven, and travel by horse and wagon was very difficult. However, in winter when the ground was frozen and during the dry season, the dirt roads could occasionally bear heavy traffic.

[On file in CIA Map Library is an Eastern Europe map, scale 1:250,000, AMS Series M501, NK35-10, Edition 3-AMS, Czernowitz, USSR; Poland, Czechoslovakia, indicating the various roads with legend. UNCLASSIFIED.]

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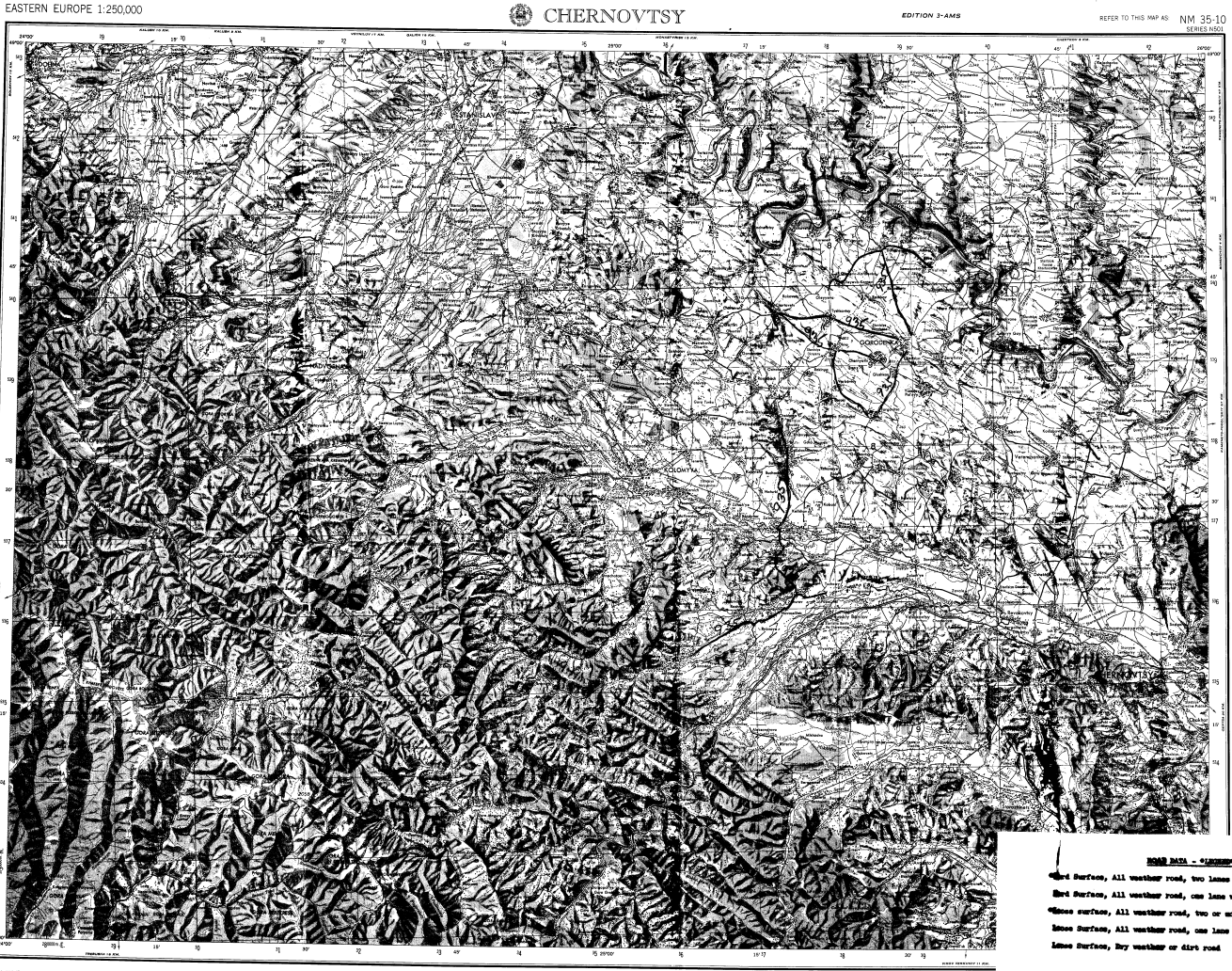
EASTERN EUROPE 1:250,000

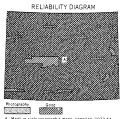
CHERNOVTSY

EDITION 3-AMS

REFER TO THIS MAP AS NM 35-10
SERIES N501



RELIABILITY DIAGRAM



A - Multi-n scale topographic maps, compiled 1952-64. Partiallly revised from 1963-64 aerial photography.

LOCATION DIAGRAM FOR NM 35-10

LEGEND

Figures in red denote approximate distances in kilometers between stars

POPULATED PLACES
Over 100,000 — MOSKVA
50,000 to 100,000 — CHERNIGOV
10,000 to 50,000 — BATAYSK
2,000 to 10,000 — Gigant
Less than 2,000 — Pinsk

RAILROADS — Single track / Double track
Normal gauge (5 feet)
Narrow gauge

ROADS
Hard surface, all weather — ALEXANDELLA LAKE
More than two lanes wide
Two lanes wide
Less than two lanes wide — Principal / Other
* Loose surface, graded, all weather
Loose surface, improved

ROAD DATA - CHERNOVTSY

Hard Surface, All weather road, two lanes wide, 6 - 8 meters
Hard Surface, All weather road, one lane wide, 3 - 5 meters
Loose surface, All weather road, two or more lanes wide, 5 - 8 meters
Loose Surface, All weather road, one lane wide, 3 - 5 meters 207
Loose Surface, Dry weather or dirt road — principal 935
other
Cart tracks (more than 1.5 and less than 2.5 meters)
Trails (less than 1.5 meters)
Dual Highways (Superhighways)
Note: Label those roads exactly 8 meters or wider

N501
Edition 3-AMS (First Printing, 10-55)

Prepared by the Army Map Service (LU), Corps of Engineers, U.S. Army, Washington, D.C. Compiled in 1954 from U.S.S.R. 1:100,000, General Staff of the Red Army, 1952-54. Boundary data from Eastern Europe, 1:250,000, AMS Sheet NM 35-10, 1947. Planimetric detail partially revised by photo-planimetric methods. Heights interpolated in accordance with rules of the U.S. Board on Geographic Names. Road classification should be referred to with caution. Names for symbolized populated places are omitted where information is not available or where density of detail does not permit their inclusion.

THE DELINEATION OF INTERNATIONAL BOUNDARIES ON THIS MAP MUST NOT BE CONSIDERED AUTHORITATIVE

GLOSSARY

Doline	Hill	Pashchat'	Square
Gora	Mountain	Stantsiya	Station
Khrebet	Ridge		

Scale 1:250,000

5 0 5 10 15 20 25 Statute Miles
5 0 5 10 15 20 25 30 35 Kilometers
5 0 5 10 15 Nautical Miles

CONTOUR INTERVAL 20 METERS
WITH SUPPLEMENTARY CONTOURS AT 10 METER INTERVALS
TRANSVERSE MERCATOR PROJECTION

BLACK NUMBERED LINES INDICATE THE 10,000 METER UNIVERSAL TRANSVERSE MERCATOR GRID: ZONE 35, INTERNATIONAL SPHEROID

THE LAST FOUR DIGITS OF THE GRID NUMBERS ARE OMITTED.

GRID-MAGNETIC DECLINATION FOR THIS SHEET VARIES FROM 7°30' EASTERLY FOR THE COUNTER THE WEST EDGE TO 9°30' EASTERLY FOR THE CENTER OF THE EAST EDGE, WITH ANNUAL CHANGE OF 8' 30" EASTERLY

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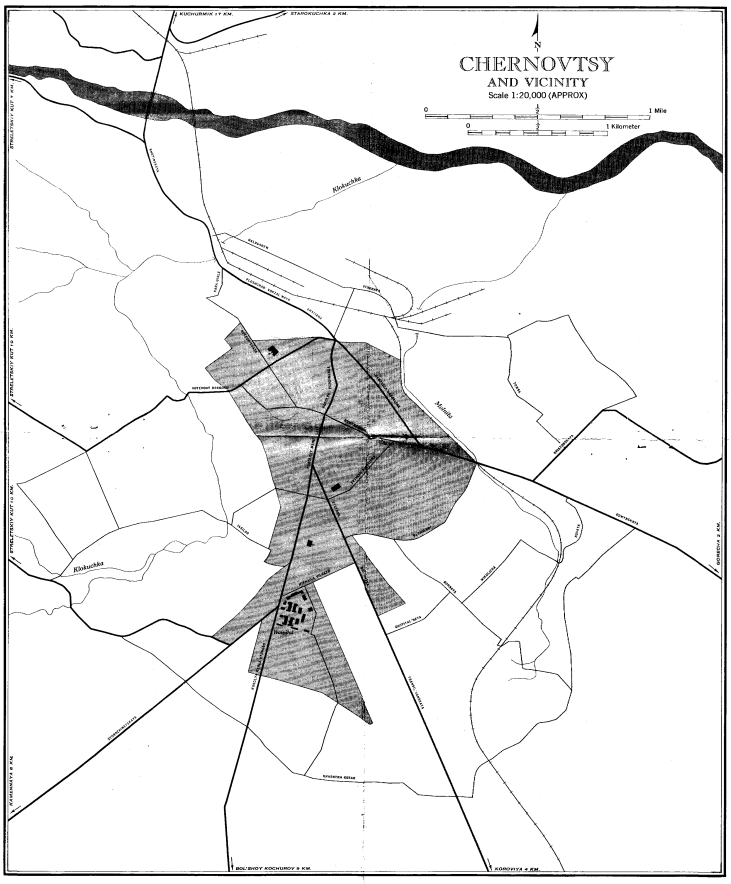

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